Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248] * 28

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Name:
Address:

Sincerely, awar from

LArren J. Orm

321 wintu St.

Hyann S. MA. 07601

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Nobojac Nilosaria

Name:	MEBOJSA MILOSEVIL 307-D WOODBRIDGE CT	
Address:	FD6EW000 MD 21040	_

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the lifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Name: Sando Accept Star (Recent - 570)

Address: CASONSVILLE MD. 21228

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

2908 Apleyon

1110 71514

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the lifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is provide unlicensed crew to many Maersk ships performing defense missions, not just mose in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Kylin Johnte,

Name:
Address:

1964 Palmer DR.

78/30

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the funire of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, RAM

Name:	ROBERT HOFFMAN
Address:	RUN TN 37656

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the lifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Chrotopher Corpus

Name:

CHRISTOPHER GORPUZ

Address:

44648 YURKTOWN 120

LEXINGTON DAPLE MD 20LT3

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Justiline Asust

Name:

Address:

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Pamela

Name:

Address:

Paméla Stitzer

Y

C 33442

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely.

Name:

Address:

ERLY MENA 6 3 MILITARY TRAIL #9

DEERFIELD BCH FL 334442

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Scafarers' International Union (SIU) that provides unlicensed crew for seels involved, it is vitally important to me and my fellow Scafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and a selection of the vessels.

MLL is a respected commercial perator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk and performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

Ronald Mena

13370 S.W. Pembroke Cir N Lake Suzy, Fl. 34269

Support for Maersk Line's Request (unsfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please and any name to those who strongly support Maersk's request to transfer the fifteen MS4 operating agreements from U.S. Ship Management (USSM). It is important to U.S. flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

. N. arthur St. Prene

Name:

Address:

W. archur St Preve

minne, Fd. 33165

Support for Maersk Line's Request for Transfer of MSP Operating Agreem ents
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense scalift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Sam Hochberg

Name: Address: SAM HOCHBERG

4250 GALT OCEAN Dr.

1

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Lielian Hochberg

Name:

Address:

TILLIAN HOCHBERG

4250 GALT Ocean Dr

4UD. FL. 33308

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealist for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely MacDonald

Name:

Address:

2077 S. Ocean Blod

BOLA RATON, I-L 33432

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S. flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely.

Name:

Address:

9KEG COLLEY 2361 PECAN CIT,

ENBROXE MINE

33026

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides uniicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Name:
Address:

Sincerely,

Address:

Sincerely,

Sinc

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely.

Name:

Address:

SUNSET DRIVE

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides uniformed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

Media is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I ge MARAD quickly to approve the application to transfer the MSP operating agree. At from USSM to MLL in order to ensure our future and that of the program.

Sincerely.

Name:

Address:

13370 S.W. Finbroke Cir n

> Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.flag shipping, national security, and the stability and reliability of defense sealist for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.flag Merchant Marine and national defense scalift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just mose in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

PARK DRIVE

Name:

Address:

Support for Maersk Line's Request for Transfer of MSP Operating Agreements
[MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Catherine Barruso

Name:

Address:

CATHERINE BORRUSO

BRONK NY 10475

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the fifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the Efteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.flag shipping, national security, and the stability and reliability of defense sealist for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just mose in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our fluture and that of the program.

Sincercly, frank Battaglia,

Name:

Address:

70003-4527

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the lifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the future of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealift requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely, Andrew Market

Name: Address: 10245 Sw 154 PL #101

Support for Maersk Line's Request for Transfer of MSP Operating Agreements [MARAD-2003-16248]

Dear Sir:

Please add my name to those who strongly support Maersk's request to transfer the lifteen MSP operating agreements from U.S. Ship Management (USSM). It is important to U.S.-flag shipping, national security, and the stability and reliability of defense sealift for the Maritime Administration (MARAD) to approve the MLL's request.

As a member of the Seafarers' International Union (SIU) that provides unlicensed crew for the vessels involved, it is vitally important to me and my fellow Seafarers that this matter come to a close. Transferring the vessel operating agreements to MLL provides the long-term certainty about crewing and the funire of the vessels in the program that are critical to the U.S.-flag Merchant Marine and national defense sealift.

MLL is a respected commercial operator that provides vital assets and systems needed to meet defense sealist requirements, including employment opportunities for seafarers. The SIU is proud to provide unlicensed crew to many Maersk ships performing defense missions, not just those in MSP. Allowing Maersk to directly operate these ships, instead of through a middle-man like USSM, is the best way to ensure our jobs and the future of the program.

After nearly eleven months of debate the time has come to bring this matter to closure. I strongly urge MARAD quickly to approve the application to transfer the MSP operating agreements from USSM to MLL in order to ensure our future and that of the program.

Sincerely,

Name:

Address:

1518 - HICKORY ST

BISHICITH, VA. 23707